

volcanic eruptions. We must accelerate community efforts to prepare for such incidents by encouraging the development of response plans and promoting construction practices that minimize losses from disasters.

Accordingly, I have introduced legislation to provide our nation better protection from financial catastrophe caused by earthquakes, volcanic eruptions, and tsunamis. My bill, H.R. 481, the "Earthquake, Volcanic Eruption and Hurricane Hazards Insurance Act of 1999," would establish a Federal residential insurance program, much like the national flood insurance program, to cover damage by earthquakes, volcanic eruptions, and hurricanes so that home-owners have access to affordable insurance that can help protect them against total financial ruin because of a natural disaster. It would require States that wish to participate in the program to implement mitigation measures to help guard against extensive damage which might be preventable.

Although I hope we may never need to utilize such a program, it is only a matter of time until we are faced with another disaster and it is irresponsible not to prepare for the worst.

I support H.R. 1184, the "Earthquake Hazards Reduction Authorization Act of 1999," and I urge immediate consideration of H.R. 481, the "Earthquake, Volcanic Eruption and Hurricane Hazards Insurance Act of 1999."

PROVIDING FOR CONSIDERATION OF H.R. 1569, H. CON. RES. 82, H. J. RES. 44, AND S. CON. RES. 21, MEASURES REGARDING U.S. MILITARY ACTION AGAINST YUGOSLAVIA

SPEECH OF

HON. ROBERT A. BRADY

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 28, 1999

Mr. BRADY of Pennsylvania. Mr. Speaker, we are here today in this impressive and ornate building, full of pride in our suits and dresses; safe in the knowledge that we are protected by metal detectors and police officers and sergeants at arms. No one but us can enter this room. We are pretty secure. But what are we doing here? What message are we sending to our men and women in the armed forces? They aren't as safe as we are. They are in harm's way in Europe working to make life safe for innocent people over there. I am apologetic and ashamed of the message we are sending to them. We should not be showing our troops, our enemies, or the world that we are divided during this crucial time. I believe that we are doing this for political reasons and at the expense of our brave men and women in uniform. I don't think they are very proud of us right now.

I am proud of them and I admire them. My prayers are with them. God bless them.

CHINESE-AMERICAN CONTRIBUTION TO TRANSCONTINENTAL RAILROAD

HON. JOHN T. DOOLITTLE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 29, 1999

Mr. DOOLITTLE. Mr. Speaker, today I rise to honor the Chinese-American community and pay tribute to its ancestors' contribution to the building of the American transcontinental railroad.

On May 8th, the Colfax Area Historical Society in my Congressional District will place a monument along Highway 174 at Cape Horn, near Colfax, California to recognize the efforts of the Chinese in laying the tracks that linked the east and west coasts for the first time.

With the California Gold Rush and the opening of the West came an increased interest in building a transcontinental railroad. To this end, the Central Pacific Railroad Company was established, and construction of the route East from Sacramento began in 1863. Although the beginning of the effort took place on relatively flat land, labor and financial problems were persistent, resulting in only 50 miles of track being laid in the first two years. Although the company needed over 5,000 workers, it only had 600 on the payroll by 1864.

Chinese labor was suggested, as they had already helped build the California Central Railroad, the railroad from Sacramento to Marysville and the San Jose Railway. Originally thought to be too small to complete such a momentous task, Charles Crocker of Central Pacific pointed out, "the Chinese made the Great Wall, didn't they?"

The first Chinese were hired in 1865 at approximately \$28 per month to do the very dangerous work of blasting and laying ties over the treacherous terrain of the high Sierras. They lived in simply dwellings and cooked their own meals, often consisting of fish, dried oysters and fruit, mushrooms and seaweed.

Work in the beginning was slow and difficult. After the first 23 miles, Central Pacific faced the daunting task of laying tracks over terrain that rose 7,000 feet in 100 miles. To conquer the many sheer embankments, the Chinese workers used techniques they had learned in China to complete similar tasks. They were lowered by ropes from the top of cliffs in baskets, and while suspended, they chipped away at the granite and planted explosives that were used to blast tunnels. Many workers risked their lives and perished in the harsh winters and dangerous conditions.

By the summer of 1868, 4,000 workers, two thirds of which were Chinese, had built the transcontinental railroad over the Sierras and into the interior plains. On May 10, 1869, the two railroads were to meet at Promontory, Utah in front of a cheering crowd and a band. A Chinese crew was chosen to lay the final ten miles of track, and it was completed in only twelve hours.

Without the efforts of the Chinese workers in the building of America's railroads, our development and progress as a nation would have been delayed by years. Their toil in severe weather, cruel working conditions and for meager wages cannot be under appreciated. My sentiments and thanks go out to the entire Chinese-American community for its ances-

tors' contribution to the building of this great Nation.

NATIONAL GRANGE WEEK

HON. BOB SCHAFFER

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 29, 1999

Mr. SCHAFFER. Mr. Speaker, last week Colorado Grangers joined more than 300,000 of their colleagues in celebration of National Granger Week. Today, I rise to pay tribute to the Grangers and their time-honored American values.

Organized in 1867, the Grange is a grassroots organization designed to promote the best interests of agriculture and preserve family values. Grangers are known for many community-centered projects including youth scholarships, activities for the deaf, emergency relief for farmers and ranchers and lobbying legislatures to provide opportunities and education for all family members. In my home state of Colorado, the Granger combined forces to fund relief for Colorado ranchers who lost cattle in the blizzards of 1997.

Mr. Speaker, our nation began as many small communities and families working together to support one another. Today, local Granges work hard to preserve our American traditions. Therefore, I proudly rise in recognition of National Grange Week. With confidence, I look forward to the continuing success of Grangers nationwide.

"KITTY HAWK REVISITED"

HON. TAMMY BALDWIN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 29, 1999

Ms. BALDWIN. Mr. Speaker, today I would like to submit a poem entitled "Kitty Hawk Revisited" into the RECORD. This poem was written by Ms. Marion Brimm Rewey of Verona, Wisconsin, and I believe she captures the adventurous spirit of the Wright brothers first flight with her words.

KITTY HAWK REVISITED

(By Marion Brimm Rewey)

I wish I had seen them, the quiet men who built bicycles and odd machines, pushing and dragging their da Vinci dream over sea grass and sand.

It might have been a good day to change the world, full of cumulus clouds, strings of pelicans flying ragged formations, a sandpiper or two and curlew calls . . . and the wind of December curling off the Atlantic, plucked wires and struts, hummed such music as had not been heard since sirens lured Ulysses to forbidden shores.

So, while running seas rearranged the sand and every man stood with feet planted firmly on solid ground, here, under untried skies, on Kill Devil Hill, a hand-made skeleton, like a prehistoric bird, teetered on the ledge of the last frontier.

In the broken silence of birds, wind, tide, Orville belly-flopped on the waiting wing.

Then came a universe splitting roar-propellers spun, sand exploded and ballooned,